

To-day's
Advertisements.HARMSTON'S
CIRCUSAND
ROYAL MENAGERIE.

TO-NIGHT 1. TO-NIGHT 1.

OUR GREAT BILL.

ALL STAR COMPANY.

THE STEEPLE CHASE.

THE STEEPLE CHASE.

Introducing the Famous Jumping Horses.

THE BENGAL TIGER "DUKE."

MATINEE—TO-DAY—MATINEE.

Door Open 2.30 P.M. Commence at 3.30.

Box Office Plan.—ROBINSON PIANO CO.
Queen's Road.

POPULAR PRICES.

SOLDIERS and SAILORS of ALL NA-
TIONALITIES ADMITTED TO CHAIRS and
STALLS HALF-PRICE.

ROBERT LOVE.....Manager.

Col. CHAS. B. HICKS.....Representative.

Hongkong, 23rd February, 1901. [64c]

THEATRE ROYAL.

BOXING TOURNAMENT.

(Open to All-Comers, to decide the Bond file
Championships).

28th FEBRUARY, 1ST & 2ND MARCH.

Under the Management of
Mr. C. T. ROBINSON.VALUE OF PRIZES, OVER \$2,000
GIGANTIC ENTRIES.

FEATHER WEIGHTS (126 lbs.).

T. Lawless, Bant, R.W.F., v. D. Davis, E. Co.,
R.W.F.J. H. Bribb, U.S.S. Brooklyn, v. J. Jago,
H.M.S. Centurion.T. Mathews, Bant, R.W.F., v. C. A. Bowley,
Taikoo Sugar Refinery.J. Veir, H. M. Naval Yard, v. W. H. Cressy,
Seige Train.Reserves—Tim Bailey, H.M.S. Undaunted,
and H. K. Remedios.

LIGHT WEIGHTS (140 lbs.).

T. Baddeley, Sapper, R.E., v. W. Thomas, B.
Co., R.W.F.T. Phillips, H.M.S. Argonaut, v. J. Sandford,
B. Co., R.W.F.Geo. Smith, H.M.S. Centurion, v. W. Foster,
R.M.L.I., H.M.S. Terrible.T. Harvey, R.M.A., H.M.S. Tamar, v. J. Kin-
zey, U.S.S. Rattlesnake.Reserves—W. Barrett, Sapper, R.E.; Pte.
B. Moore, A.O.C., C. Morris, C. Co., R.W.F.,
Sergeant Davis, R.W.F.

MIDDLE WEIGHTS (158 lbs.).

Thos. Phillips, H.M.S. Argonaut, v. W. S.
Bailey, Hongkong.E. Mansford, H.M.S. Argonaut, v. J. Burns,
U.S.S. Albany.Sergeant Jones, R.W.F., v. E. C. Duffey, U.S.S.
Brooklyn.J. W. Newman, H.M.S. Terrible, v. Bob Ber-
wick, Taikoo Sugar Refinery.

Reserve—Geo. Smith, H.M.S. Centurion.

HEAVY OR CATCH WEIGHTS.

McMurray, 25th Co. S.D.R.A., v. Copt. Aldridge,
25th Co. S.D.R.A.Jack Gorman, Harmsston's Circus, v. Bob
Savidge, H.M.S. Goliath.J. H. Tibbs, U.S.S. Brooklyn, v. W. S. Bailey,
Hongkong.

POPULAR PRICES.

STAGE RESERVED SEATS.....\$10 Season.

Do.....\$1 per Night.

DRESS CIRCLE.....\$3 and \$2.

PIT.....\$1.

BOX PLAN NOW OPEN AT
ROBINSON PIANO CO.

Hongkong, 15th February, 1901. [154c]

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Company's Steamship

"INDRAVELLI,"

having arrived from the above Port, Consignees

of Cargo are hereby informed that their Goods

are being landed and placed at their risk in

the Hongkong and Kowloon Wharf and Godown

Company's Godowns at Kowloon, where each

consignment will be sorted out mark by mark,

and delivery can be obtained as soon as the

Goods are landed.

Goods not cleared by the 1st March, at

NOON, will be subject to rent.

No Fire Insurance will be effected by us in

any case whatever.

All damaged packages must be left in the

Godowns, and a certificate of the damage

obtained from the Godown Company within

ten days after the vessel's arrival here, after

which no claims will be recognised.

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 23rd February, 1901. [244c]

NORTHERN PACIFIC STEAMSHIP

COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "BRAEMAR,"

FROM TACOMA, VICTORIA, YOKO-

HAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees

of Cargo are hereby requested to send in their

Bills of Lading for countersignature, and to

take immediate delivery of their Goods from

alongside.

Cargo impeding the discharge of the Vessel

will be landed and stored at Consignees' risk

and expense.

DODWELL & Co., LIMITED,
Agents.

Hongkong, 23rd February, 1901. [4]

To-day's
Advertisements.

IN THE MATTER OF ORDINANCE No. 2 OF

1892,

AND

IN THE MATTER OF THE PETITION OF

WILLIAM LAWRENCE VOELKER,

OF 42, BERNARD STREET, RUSSELL

SQUARE, LONDON, ELECTRICIAN, FOR

LETTERS PATENT FOR THE EXCLU-

SIVE USE WITHIN THE COLONY OF HONG-

KONG, OF AN INVENTION FOR IMPROVE-

MENTS IN THE MANUFACTURE OF IN-

CANDESCING ELECTRIC LAMPS.

NOTICE is hereby given that the PETI-

TION, DECLARATION and SPECI-

FICATION required by ORDINANCE No. 2

of 1892 have been duly filed in the Office of

the Colonial Secretary of Hongkong, and that

it is the intention of the said WILLIAM

LAWRENCE VOELKER by DENNIS and

BOWLEY, his duly authorized Agents to apply

at the Sitting of the Executive Council, here-

inafter mentioned for LETTERS PATENT

for the exclusive use within the said Colony of

Hongkong of the above named Invention.

And Notice is hereby also given that a Sitting

of the Executive Council, before whom the

Matter of the said Petition will come for decision

will be held in the Council Chamber, at the

GOVERNMENT OFFICES, Victoria, Hongkong,

on MONDAY, the 11th day of MARCH, 1901,

at 11 A.M.

Dated this 22nd day of February, 1901.

DENNIS and BOWLEY,
Solicitors for the Applicant.

HONGKONG RIFLE ASSOCIATION.

A GENERAL MEETING of the MEM-

BERS of the Association will be held at

VOLUNTEER HEAD QUARTERS, (by kind

Permission of Lt. Colonel Sir J. W. CARRING-

TON, R.C.M.G.), on MONDAY, the 4th March,

at 5.15 P.M. for the purpose of passing the

Accounts for the year 1900 and electing Officers

for this year.

MOWBRAY S. NORTHCOTE,
Hon. Secretary.

Hongkong, 23rd February, 1901. [43c]

THE HONGKONG ROPE MANUFACTURING CO., LIMITED.

THE SEVENTEENTH ORDINARY

ANNUAL MEETING of SHARE-

HOLDERS in the Company will be held in the

CONVENT'S OFFICES, No. 14, Des Vaux

Road, Victoria, on SATURDAY, the 9th March,

at 12 NOON, for the purpose of receiving

Statement of Accounts and the Report of the

General Managers for the year ending 31st

December, 1900, declaring a Dividend and

electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company

will be CLOSED from the 1st to the 9th day

of March, both Days inclusive.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 23rd February, 1901. [246c]

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"

Captain Rolle, will be despatched as above

on TUESDAY, the 26th instant, at 5 P.M.

This Steamer has Superior Accommodation

for First class Passengers, is fitted throughout

with Electric Light and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 23rd February, 1901. [243c]

Intimations.

EYE-SIGHT.

Mr. N. LAZARUS,

Oculist-Optician, of London and Calcutta,

may be consulted for SPECTACLES

at 16, Queen's Road Central,
(R. HOUGHTON & Co.)

(Nearly opposite the HONGKONG HOTEL).

Business hours—9 A.M. to 5 P.M.

A GREAT proportion of catarrhs and

diseases affecting those advancing in life

occur to those having some deficiency in the

construction of the eye. In many years of

"Eye Strain" ending in serious forms of disease.

Glasses specially adapted in youth to those

requiring them save and preserve the sight.

Constantly recurring headaches, spells of

dimming when reading, weak eyes, the letters

running together; any of these symptoms indi-

cate a deficiency in the form of the eye requir-

ing Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES

only after testing the sight.

ADVICE FREE. [1453b]

WANTED.

THREE or FOUR LADS

to sell the

"HONGKONG

TELEGRAPH."

LIBERAL COMMISSION

PAID.

Apply Personally at

THIS OFFICE.

Hongkong, 11th January, 1901.

NOW READY.

AN ACCOUNT

OF THE

RECEPTION OF H.M.S. "TERRIBLE,"

IN

HONGKONG

AND THE

FESTIVITIES CONNECTED

THEREWITH.

WITH A

WOODCUT OF THE "TERRIBLE."

To be obtained at the OFFICE of This Paper.

PRICE 30 CENTS.

As only a limited number have been printed

intending purchasers should send their Orders

early, for the issue of this interesting souvenir

will soon be exhausted.

Hongkong, 1st June, 1900.

Intimation.

A. S. WATSON & Co.,
LIMITED.

FOR THE

RACES.

CHAMPAGNE.

Jaquesson (Dry) Marquetterie 1893.

Fils Brut Naturel 1893.

Jules Dry.

Mumm Extra Dry.

"E" WHISKY.

Very Old Liqueur Scotch Whisky.

"B" BRANDY.

Guaranteed Pure Cognac.

PORT.

Of the Finest Vintages.

SHERRY.

Pure Xeres Wines.

AERATED WATERS.

Absolutely Pure.

CIGARS & CIGARETTES.

etc., etc., etc.

A. S. WATSON & CO., LIMITED.

HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

The Hongkong Telegraph

HONGKONG, SATURDAY, FEBRUARY 23, 1901.

REUTER'S TELEGRAMS.

THE OPERATIONS IN BRITISH

SOUTH AFRICA.

LONDON, February 21st.

No news has been received from General

French for five days. It is believed that

parties of Boers have succeeded in breaking

through his lines, but that the main body of

4,000 is still in front and hard pushed by

General French.

WEATHER REPORT.

The Observatory report says—

On the 23rd at 12.5 p.m. barometric changes

are slight. The high pressure area still covers

China, and gradients continue moderate with

fresh monsoon on the coast, and strong monsoon

in the N. part of the China Sea. Forecast—

Fresh N.E. winds; fine.

LOCAL AND GENERAL.

The German mail of the 23rd January was de-

livered in London on the 21st instant.

RACE HOLIDAYS.—The Post Office will be

closed at Noon on Tuesday, Wednesday, and

Thursday, the 26th, 27th, and 28th inst.,

respectively.

The sugar growing districts in Queensland,

report the appearance of a new noxious weed

named the "Chinese Burr," which is growing

on sugar lands abandoned by the Chinese.

The seeds are supposed to have been imported

from China, in packing.

The will of Sir Arthur Sullivan has been proved

by Mr. Charles W. Matthews, 5, Lennox Gar-

dens; Mr. E. Dicey, 39, Piccadilly; and Mr.

D'Oyly Carte, to the last of whom he leaves

the score of "Iolanthe." The testator's estate

is valued at £5,157 10s. 8d.

We regret to report that whilst engaged in

played polo yesterday, Mr. W. A. Cruickshank,

well known in Hongkong as connected with

Messrs. Jardine, Matheson and Company, fell

from his horse and sustained a broken collar-

bone. He was conveyed to the hospital, but

we understand his injury is not dangerous.

The Hon. Secretary of the Odd Volumes

Society informs us that Mr. J. J. Francis, K.C.,

has kindly consented to deliver an address in

the Chamber of Commerce Room, at the City

Hall, on Tuesday, the 5th March, at 5.15 p.m.,

on "An examination of the situation in the

Far East." Mr. Pollock will take the chair.

Ladies and members of the public are invited.

The Band of the Royal Welch Fusiliers will

play at the Hongkong Hotel this evening, from

8.10 to 9.30 p.m.—

PROGRAMME.

1.—March....."Second to None".....Old Time.

2.—Selection....."Halls of New York".....Rever.

3.—Selection....."Glorious Day".....Devot.

4.—Selection....."Leslie Stuart's Song".....Air by Godeley.

5.—Piano....."Mourning".....Messrs. Godeley.

6.—Selection....."Messiah".....Messrs. Godeley.

LEGAL INTELLIGENCE.

SUPREME COURT.

CRIMINAL SESSIONS.

Before His Honour Sir John Carrington, Kt., C.M.G., (Chief Justice).

February 23rd.

MURDER.

The case in which Ho Sui and Wong Tung Chau were charged with the murder of Leung Hi at Yau-tai on the 9th January came on again this morning.

Mr. E. Robinson appeared for the first prisoner and Mr. M. W. Slade for the second prisoner.

The evidence in the case is very lengthy and occupied all to-day, when only a portion of it had been dismissed.

The hearing was further adjourned.

A FORMER HONGKONG STEAMER.

The *Manila Times* says:—The Army transport *Sacramento*, which was purchased some time ago in Hongkong for the quartermaster's department, and which underwent repairs after arrival here, had her speed trials on the 14th inst., and proved herself to be a steady sea-going boat as well as a fast one. The trials were made over the seven mile measured course to Cavite and were done in 42 minutes, developing a speed of 10 knots. The *Sacramento* was formerly the *Hoi Tong* of Hongkong and ran on the Pearl and West rivers; is 168 feet in length, 23 feet beam, and draws 9 feet of water, equipped with compound engines, with the actual condensing apparatus above water line; the actual horse power development of her engines is 310, she is 410 tons net and 490 tons gross. The transport can accommodate 20 saloon passengers and 300 troops between decks. The Quartermaster Department is in charge of Lieutenant Clement of the 21st Infantry, with Chief Clerk Judd as assistant. Captain Casey the skipper in charge is well known in these waters, being one of the most reliable captains in Uncle Sam's service, he was formerly in command of the *Omaha*. The chief engineer is Mr. John Simpson. The *Sacramento* which made her first trip the 16th inst. is to be employed on the runs to the southern and northern islands.

PHILIPPINE NEWS.

A Manila paper publishes the following dispatch from Gen. Bates, dated Feb. 16th:—On morning of 13th inst. detachment of 21st Infantry from Los Baños, discovered guerrilla rendezvous, three miles south-west on side of Mount Maquiling, and secured one sword, one war-belt, one pair field glasses and destroyed 300 Mauser cartridges. Lieut. Lee with detachment of 1st Cavalry from Batangas, encountered enemy numbering about 200 rifles under Lieut. Col. Bricia, early morning 13th inst. one mile east of Batangas. Enemy retired into mountains, stubbornly fighting, disappearing after some loss. Lieut. Lee suffered no loss, burned cañon, some twenty houses and destroyed about 20,000 pounds of rice.

Sergeant Domingo de Cerna, of Captain Mariano Albino's company of guerrillas was captured by native police at Sariaya yesterday while acting as spy. Major Fridel of Cailles' command, a brother of Colonel Fridel, killed at Mavilata last Sept., was captured at Paete yesterday.

STRANDED AMERICANS IN THE ORIENT.

Under this heading the *Manila Times* says:—Those who have visited China and Japan within the last six months express themselves as being surprised at the number of American citizens who have become stranded in the different ports from Yokohama to Hongkong. A number of those "on the beach" are discharged soldiers who have drifted from the Philippines; but the majority are sailors who have worked their way to the Orient.

In Hongkong the American Consulate is daily besieged, sometimes by as many as twenty of these unfortunate individuals, with requests for assistance, or transportation to the United States. From Nagasaki papers we also learn that the number of stranded foreigners, many of them Americans, has increased to such an extent as to become a serious nuisance and strong measures are advocated there to rid the community of this class of mendicants.

While some of the men are of the more respectable class, desirous of obtaining employment and willing to work if they can get it, the great percentage are loafers and adventurers attracted by the outbreak of the Chinese troubles. Hongkong, Shanghai, Chefoo, Tientsin and Peking all have their quota of these unfortunate, left high and dry through some cause or another, all in a state of destitution, and their only hope lies in a benevolent government bearing the burden of returning them to their homes.

U.S. COALING STATION IN CHINA.

An exchange says:—Upon the completion of the negotiations with China, the United States will ask permission of the Imperial Chinese Government to establish a coaling station in the province of Shantung. This action will be taken in accordance with the recommendation of Rear-Admiral Bradford, Chief of the Bureau of Equipment. Several weeks ago Admiral Bradford submitted a memorandum to Secretary Long, inviting his attention to the disadvantage under which American men-of-war labour in protecting American interests in Northern China. They are far from Manila, the one important coaling base in the Asiatic station, and fuel has either to be transported to them in colliers, or purchased at great expense at Chinese ports. Admiral Bradford called attention to the fact that the United States possesses the right to maintain a coal pile in Chefoo, and he is in favour of its re-establishment.

THE AUSTRALIAN CONTINGENTS.

The selection of officers for the various contingents which were despatched last year, always proved to be a difficult task for the military authorities, says the *Australian Star* of the 25th ult., but the officiating of the Imperial problem in regard to all but the commanding officer. In the latter instance the war has been cleared by the patriotic offer of Colonel Lassetter to take command of the contingent. The Imperial army in England before he was engaged by the New South Wales authorities to take charge of the Permanent Mounted Infantry. He served with a body of mounted infantry under Wolcott in the Sudan Expedition of 1884-85, and rendered such distinguished service that he received the Nile medal, with clasp, and the Khedive's star. After fulfilling his engagements with the New South Wales Government he found it necessary to

return from the regular army in order to attend to the business of his firm, but he, nevertheless, organized and commanded the Mounted Rifles, a detachment of which went to England at the time of Queen Victoria's Jubilee under his command. Upon his return Colonel Lassetter resigned, and was placed on the reserve of officers. The difficulty of securing a suitable officer to command the contingent having been done away with by Colonel Lassetter's offer, the most important question is the selection of the other officers required. There is, in the first place, some doubt as to the number of officers to be sent with the contingent, which is not being sent out as a distinct regiment, but in order that vacancies in the previous contingents may be filled up. Again, several commissions have been granted in South Africa, and there is no doubt that several gentlemen who joined the ranks as privates or non-commissioned officers are due for promotion. It is but right that these should be considered first, and that inexperienced civilians should stand second to them. And the same applies to the men who have returned, land who wish to go out again—men who bore the brunt of the hard campaign, and who, having served their Queen in a subordinate position, now desire to serve their King as one of his Majesty's officers. Those who have volunteered to go to the front again endured great hardships on active service last year, and more than one carry honourable scars. One candidate for commission was shot through the hand and the top of his shoulder in one engagement, and later on a Mautser bullet passed through both legs, as he says, he expects to get hit a third time. Such men of grit and experience have the strongest claim for careful consideration, and it will reflect seriously upon the military authorities if they are overlooked when the final choice of officers is made. It is a well-known fact that mistakes were made upon similar occasions, and it is to be hoped that the lessons of the past will not be forgotten. It is not to be presumed, however, that a returned soldier is of necessity a better man than a civilian, but other things being equal the former should be given preference.

The Royal Agricultural Ground is being carried out smoothly, and the four mounted infantry sections are nearing completion. Up to date the medical officers, Lieutenant Hughes and Cope, of the A.M.C., and Dr. Maher, have examined about 1100 men, one of these were pronounced unfit for active service, and many others failed in the riding or shooting tests, so that about 400 good men are still wanted. A fine lot of men are coming in from the country, and there is no lack of good material. This morning a number of candidates for commissions were medically examined, and two or three were rejected out of about thirteen.

Horses are being supplied to the four companies of mounted infantry, as there are sufficient mails to mount all the men who have been posted to companies. Horses are being sent out to the camp every day, and at the present moment there are considerably over 500 in camp.

AN AUSTRIAN CORRESPONDENT IN PRETORIA.

The following letter to the *Pester Lloyd* appears in *Public Opinion* of the 18th ult.:

In the month of December so far there have been two affairs of importance—the capture of an English train company by the Boers at Wolfonterskop on the 3rd, and fight near Barberton on the 8th. At Wolfonterskop 3 officers, 300 men, and 140 wagons (no guns however) fell into the hands of the Boers, who attacked the convoy from some hills in the rear. The *Natal Witness*, of course, tries to turn these reverses into victories. The English official version gives the losses at the Barberton affair as 4 dead, 5 wounded, and 13 missing, and adds that Barberton has been recaptured; but there is a rumour that Barberton is again in the hands of the Boers, and also that the piece of railway from Koonatani Point to Waterford under is held by them. All these misfortunes have, as a result, a marked effect, especially noticeable among the English element. Only too often one hears among the English soldiers, when the war is talked about, the phrase "I'm sick of it." The hopes of all are centred on General Knox who has again gone out to catch De Wet.

The English must have a success or matters will become critical for them. It is no use shutting one's eyes to the truth—one can blunder on for a long time in that way, but the end must come sooner or later; the situation is not favourable to the English—perhaps less favourable than at this time last year, and principally because the facts are not clear, and it is impossible to form an accurate opinion on the state of affairs; the greatest danger consists in not recognising what a great danger there is. The English say the war ended, but they are further away from the end of the war than they were then. They have gone so far as to begin to organise a civil government, but there is no civil population, at any rate in the towns. Every one is for Lord Kitchener, and his "sterner measures." He has ordered that for the "sterner measures" he will not be paid for the use of their horses and carts by the military. As a result, the Boers who have been hiring out their conveyances to the British will take them to the nearest Boer command.

Another matter as to which the regulations have been made more strict is the food supply. The town has become so almost unable to buy any provisions at all, since the supply from Cape Town has ceased. An Army Order has appeared, commanding, in which it is announced that provisions will be supplied in the following order:—First, soldiers, then well accredited persons in civil life, known to be friendly to the English; then the families of Boers who have sided with the English after the fight at Botetiville—and she was now told that no food could be supplied to her. Accordingly, she applied to one of the Consuls, and asked for his intervention, and he prevailed on the Governor to reconsider her case. She was then given to understand that she would be allowed to draw food on the understanding that she signed a paper to say she had "received every consideration at the hands of the English." This she refused to do, and I do not know whether she is starving or not. One is forced involuntarily to believe that the English bear no goodwill to Mrs. De Wet, and fear trouble from her later on; or else why these conditions made to a woman who finds herself in such a hard position? The English—otherwise considered to be a practical people—are not fulfilling their vocation: as exponents of modern warfare and the pacification of a civilised country. The Boer war may well be compared in its method with the wars against Denmark and Zulul.

(Note.—This article, whether originating in Pretoria or in Buffalo City, may be taken as a type of the "information" supplied to readers on the Continent concerning the war if it does come from Pretoria, the Central laws, at any rate, are remarkably mild.—E. P. O.)

TWO HUNDRED YEARS IN ONE HUNDRED YEARS.

It is now more than fifty years since the Scotch poet, Charles Mackay, wrote his tremendously popular song, "A Good Time Coming," in which he predicted that

"In the good time coming, / Nations shall not quarrel then, / To prove which is the stronger; / Nor slaughter men for glory's sake; / Wait a little longer."

We are still waiting. Mr. W. Fletcher Johnson, who has been ransacking the annals of the century just past, records in the *New York Tribune* a list of more than two hundred wars, large and small, that have shaken the nations in the hundred years. In the retrospect, too, there has not been a single year of the century that has not seen the bloodshed and tumult of battle on some part of the globe. The roar of war has been continuous from Aboukir in 1801 to the present conflicts in China, South Africa, and the Philippines. Mr. Johnson remarks mildly that it is "impossible to declare that century a peaceful one." He says:

"The unexampled progress of the world in civilization has resulted in greater complexity of the political relationships of the nations, and in bringing each nation into more direct contact with others and with a greater number of others, and these conditions, amid the persistence of elemental passions, evil as well as benign, have inevitably widened the opportunity for war."

Nor shall we err if we judge that more wars of the nineteenth century were of high import to the world than of any other century. Sir Edward Creasy has set down only fifteen "decisive battles" in more than twenty-three centuries—battles, that is, which materially affected the course of human progress—and only one of these is in the nineteenth century, while the eighteenth century had no fewer than four. But Sir Edward stopped with Waterloo. Had he extended the scope of his observations to the end of the century he might well have found several other conflicts at least as important as the futile cannonade of Valmy. At least six or seven of the nineteenth-century wars may well be ranked as of first-class importance to the world, and several must rank in point of physical magnitude among the greatest of all time."

Then follows a catalogue of wars of the century, filling nearly three newspaper columns. It is a bloody record, says Mr. Johnson: "Yet may it largely be said that 'these dead have not died in vain.' The vested inequities of many centuries have been swept away by the hot breath of war, millions of slaves have been set free, nations have been redeemed from alien despotism, the great principles of peaceful mediation and arbitration have been securely established, and, on the whole, civilization has gone forward, both upon the wings of peace and upon the thunderous power of war."

If the century has not been more free from bloodshed than its predecessors, it has at least been more free from blood shed in vain, and has brought the world perceptibly nearer to the hoped-for century end when the Christmas bells shall indeed

"Ring out the thousand wars of old— / Ring in the thousand years of peace."

—Literary Digest.

GENERAL COLVILLE.

No reasonable person, says the *Pall Mall Gazette* of the 19th ult., will say that Sir Henry Colville has been treated with undue severity. The placing him on retired pay, announced in last night's *Gazette*, is the least penalty that could be visited on his grave offence against military discipline in appealing to the Press instead of laying his case before the proper authorities. The *Daily News* this morning, in some singularly ill-informed and offensive remarks, treats the decision of the War Office on Sir Henry Colville's conduct as emanating from Mr. Brodick alone, and stigmatises his action as "violent, high-handed, and precipitate." Proceeding upon its own erroneous assumptions of fact, which is the unfailing characteristic of Little-Englandism, it declares that Sir Henry Colville "has been displaced by the arbitrary caprice of the Secretary for War." Under its new auspices we shall, no doubt find that any stick, however rotten, is good enough for the *Daily News* to belabour any member of the Government with, and that it will pursue its career of abuse, reckless and unrepentant. We are satisfied that in every step Mr. Brodick has taken in reference to the case of Sir Henry Colville from start to finish he has acted entirely in harmony with, and at the instance of, the Commander-in-Chief, as having regard to their respective duties and official responsibilities, was to be expected.

PREDOMINANCE OF RUSSIA IN CHINA.

No little excitement has been caused by the agreement which has been concluded between the representatives of the Tatar General of Mukden and General Korostovitch, which amounts to a protectorate over, that is, the virtual annexation of the southern province of Manchuria by Russia. It is true that by this instrument China retains certain rights of which she had been deprived; but at the same time she regains them burdened with certain conditions. A Russian Resident is to be established at Mukden, and whilst the civil administration of the province is to be in the hands of the Chinese, Russia is to continue in military occupation. This, the *Times* is at pains to point out, is radically irreconcilable with the official policy of the European Concert and the fundamental clauses of the Anglo-German agreement, as well as with the solemn declarations of Russia herself. The French journal then goes on to say that the probable cause *federis* has risen. There are, it thinks, two courses open; to insist that Russia shall retract this violation of the principles laid down for the common action of the Western Powers, or, regarding Russia's move as an accomplished fact, to claim their share in the spoils in the partition of the Chinese Empire that has been thus begun. In the face of the fact of the agreement the *Dobts* evinces no little concern. There can be no periphery on the part of Russia, and the only way out of it is to assume that a temporary and provisional arrangement, pending a complete evacuation of Manchuria, Russia solemnly declared that she would not annex Manchuria, and those words have been represented. A different view has been taken forward by Germany. The *Cologne Gazette*, which is not infrequently made the channel of official information, maintains that the Anglo-German Agreement does not apply to Manchuria, a position which is not easily reconcilable with the plain and natural sense of the document in question. It is affirmed that the contracting parties never intended the governing words of the Agreement to be taken in their natural sense, and it is even asserted that Great Britain actually wished to insert a clause excluding Manchuria from the operation of the instrument. That was relinquished in view of the clear explanation which preceded and accompanied the Agreement, it being understood by both parties that

Manchuria was a district to which their influence did not extend. One appreciates, of course, the desire of German statesmen to avoid any action which would diminish their good understanding with Russia, but it does seem that if the *Cologne Gazette's* view should be in accordance with the facts of the case, the terms of the Agreement are reduced to such moderate proportions as to be almost worthless, and it will therefore, be a matter of no little interest when an explanation shall be forthcoming of our own Government's action in the matter.—*The Tablet*.

THE CHANNEL SQUADRON.

A radical change in the scheme of naval home defence is implied in choice of the Channel Squadron. It has up to this been a frequent rendezvous for the Fleet, but the preparations for its permanent adoption as a base were carried on so secretly that the intentions of the Admiralty have only now transpired. It was recently noted that a vote was asked for to cover the armament of the forts at Berehaven, and it now seems that among the other changes effected there is the laying out of an enormous recreation ground for the men. It is a splendid anchorage, with deep water so close to its precipitous shores that a biscuit may be flung on the rocks from the deck of a first-class battleship. It lies at the entrance of Bantry Bay, a deep and picturesque inlet, running inland for twenty miles with a mountainous background. The decision to mobilise the Reserve Squadron three times a year for independent evolutions is another development of naval strategy, and the shifting of the naval base from the south coast of England to that of Ireland is a new departure of considerable significance. A civil population will naturally follow the ships, and the business of provisioning them should prove a lucrative one for the farmers of south-west Cork.—*The Tablet*.

NOTANDA.

CALENDAR.

FEBRUARY.

Metereological means based on fifteen years' observations to 1898.

Barometer 30.141
Thermometer 57.3
Humidity 79.0
Rainfall 1.75

TO-DAY.

WEATHER REPORT.
Date at 4 p.m. On date at 4 p.m.
Barometer 30.33 30.33
Temperature 56 56
Humidity 57 51
Rainfall 57 51

TO-DAY.

Saturday, 23rd February, 1901.

Chinese—5th of 1st moon of 27th year of Kwang-shi.

Sun—Rises 6hr. 25min.
Sets 5hr. 55min.
High water—Morning 11hr. 50min.
Afternoon 6hr. 0min.
Low water—Morning 5hr. 30min.
Afternoon 5hr. 57min.

ANNIVERSARIES.

1792—Sir Joshua Reynolds died.

1835—Opium seized and burnt by the Canton authorities.

1841—Hostilities between England and China recommenced.

1848—French Revolution broke out.

1857—The steamer *Queen* captured and burnt by pirates.

1867—First stone of the Hongkong City Hall laid.

1890—Explosion of a powder magazine at Kiangyin; 200 lives lost.

1897—Hunan-Land Telegraph line completed.

1900—Death at Hongkong of Lieutenant C. R. Emrick, U. S. N. at Royal Naval Hospital from Typhoid fever.

TO-MORROW.

Sunday, 24th February, 1901.

Chinese—6th of 1st moon of 27th year of Kwang-shi.

Sun—Rises 6hr. 25min.
Sets 5hr. 55min.
High water—Morning 11hr. 50min.
Afternoon 6hr. 0min.
Low water—Morning 5hr. 30min.
Afternoon 5hr. 57min.

ANNIVERSARIES.

1841—Evacuation of Chusan by the British.

1884—Boiler explosion on the steamer *Victor*; 6 Europeans and 20 Chinese killed.

1897—Massacre of the British Resident at Mambare, New Guinea, with 5 miners and 40 natives.

AGENDA.

TO-DAY.

9 p.m.—Sharp. Harborton's Circus at the Recreation Ground (near the Race Course).

TO-MORROW.

Daylight—O. & O. Co's steamer *Gallie* leaves for Yokohama & Honolulu via Shanghai.

Cargo ex *Bengal* subject to rent.

CHURCH SERVICES.

St. John's Cathedral.—Communion, 7 a.m., Matins, 11 a.m., Evensong, 5.45 p.m.

Roman Catholic Cathedral.—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5 p.m.

Gormen Bethesda Chapel, West Point.—Morning Service, 11 a.m.

St. Francis' Church, Wanchai.—Mass (Chin.) 6 a.m. (Port), 7.30 a.m. Benediction, 5 p.m.

St. Joseph's Church, Garden Road.—Morning Service (English), 9 a.m.

St. Anthony's Chapel, West Point.—Mass, 8 a.m.

Wesleyan Methodist Church.—Services, 10.30 a.m. and 5.45 p.m.

St. Peter's Church, West Point.

First Sunday in Lent February 24th.

11 a.m.

Hymn 105; Venite, Hooper; Te Deum, Lawes etc.; Benedictus, Morning Hymns, 111, 13, 59. (6.30 p.m.)

Hymn 545; Magnificat, Turle; Nunc Dimittis, Hills; Hymns, 551, 17, 51.

The Mission Launch *Dayspring* will call on the ships on Sunday morning, between 9 and 10.30 p.m., to take men ashore for the services. The "answering pennant" may be hoisted.

Union Church.

Sunday, 24th February, 1901.

11 a.m.

Voluntary, "Improvisation in A." Scotland: Clark; Hymn, No. 485 (Laudes Domini) Barnby; Psalm, No. 4 (Double Chant) Langdon; (A) Psalm, No. 17. Jesus, Word of God incarnate.

Hymn, No. 373 (St. George) Gauntlett; Voluntary, "Sketch, op 58" Schumann; Sermon, "The Law of Compensation."

6 p.m.
Voluntary, "Andante" A. Hesse; Hymn, No. 12 (Melcombe) Webb; Hymn, No. 57 (Tune 53) Baker; Hymn, No. 377 (St. Gertrude) Sullivan; Hymn, No. 381 (St. Ethelwald) Monk; Hymn, No. 377 (Loretto) Henry; Sermon, "A Good Soldier." Voluntary, "War March of the Priests" Mendelssohn.

MONDAY, 25th.

Noon—Meeting of the Shareholders of the Hongkong and Whampoa Dock Co. Ltd. at their Office.

5 for 5.30 p.m.—Meeting of the Eothen Mark Lodge at the Freemason's Hall.

TUESDAY, 26th.

Annual Hongkong Races, First Day.

I. C. Co's steamer *Chelydra* leaves for Singapore Penang Calcutta.

WEDNESDAY, 27th.

Annual Hongkong Races, Second Day.

4 p.m.—E. & A. Co's steamer *Eastern* leaves for Australian Ports.

Cargo ex *China* subject to rent.

Cargo ex *Gallie* subject to rent.

THURSDAY, 28th.

Annual Hongkong Races, Third Day.

Boxing Tournament at the Theatre Royal City Hall under the management of Mr. C. T. Robinson.

A. L. S. N. Co's steamer *Moravia* leaves for Fiume and Trieste via Singapore, etc.

SATURDAY 2nd, MARCH.

Noon—P. & O. steamer *Paramatta* leaves for London.

Noon—T. K. K. steamer *Hongkong Maru* leaves for Yokohama, and Honolulu, via Shanghai etc.

SUNDAY, 3rd.

(About)—P. & O. S. N. Co's steamer *Plasy* leaves for Shanghai.

FRIDAY 29th.

Noon—M. M. Co's steamer *Eridan* with mails etc. leaves for Europe.

Cargo ex *Hongkong Maru* subject to rent.

SHIPPING AND MAIL NEWS.

MAILS DUE.

French (*Annam*) 25th instant.

Indian (*Lightning*) 25th instant.

American (*China*) 3rd prox.

Indian (*Kumsang*) 1st instant.

American (*Doric*) 12th prox.

American (*Nippon Maru*) 19th instant.

The A. L. S. N. Co's steamer *Moravia*, left Kobe for this port yesterday, the 22nd inst.

The J. M. Co's steamer *Kumsang*, from Calcutta left Singapore for this port yesterday, the 22nd inst., at 4 p.m.

The Canadian Pacific Railway Co's R.M.S. *Empress of India*, left Yokohama on Friday afternoon the 22nd inst., for Victoria and Vancouver.

The N. Y. K.'s steamer *Sanuki Maru*, (European Line) left Singapore for this port to-day, the 23rd inst., and is expected to arrive here on the 18th March.

The T. K. K. steamer *Nippon Maru*, with mails, etc., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 19th inst.

The P. M. S. Co's steamer *China*, with mails, etc., from San Francisco to the 1st inst., via Honolulu, arrived at Yokohama, and will leave for this port to-morrow morning, the 24th inst., via Inland Sea, Kobe, Nagasaki and Shanghai.

HONGKONG AND WHAMPOA DOCK RETURNS.

S.M.S. *Hansa* at Kowloon Dock.

U.S.S. *Isla de Luzon* " "

U.S.S. *Bennington* " "

Hut " "

Hansa " "

Nanyang " "

Avantika " "

Egbert Cosmopolitan.

Pompey Aberdeen.

PASSED THE CANAL.

Outward—8th February—*Agamemnon*, *Benedict*, 12th Feb.—*Gis*

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
MIKE MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 26th Feb, at Noon.
SANUKI MARU	MOJI, KOBE and YOKOHAMA	FRIDAY, 1st Mar, at Daylight.
W. Townsend	MOJI, KOBE and YOKOHAMA	FRIDAY, 1st Mar, at Daylight.
HIROSHIMA MARU	BOMBAY, via SINGAPORE and COLUMBO	WEDNESDAY, 6th Mar, at Noon.
KAWACHI MARU	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLUMBO and PORT SAID	FRIDAY, 8th Mar, at Daylight.
J. Thompson	MOJI, KOBE and YOKOHAMA	FRIDAY, 15th Mar, at Daylight.
HAKATA MARU	MOJI, KOBE and YOKOHAMA	FRIDAY, 15th Mar, at Daylight.
TOSA MARU	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	FRIDAY, 15th Mar, at 4 P.M.
A. Tracer	MOJI, KOBE and YOKOHAMA	FRIDAY, 22nd Mar, at Noon.
YAWATA MARU	MOJI, KOBE and YOKOHAMA	FRIDAY, 22nd Mar, at Noon.
A. E. Moses	MOJI, KOBE and YOKOHAMA	FRIDAY, 22nd Mar, at Noon.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 23rd February, 1901.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
FREIBURG	HAVRE, BREMEN and HAMBURG	5th March
PROSECH	(LONDON with transshipment in HAMBURG)	12th March
MARBURG	HAVRE and HAMBURG	19th March
W. Binzer	(LONDON with transshipment in HAMBURG)	26th March
SIBIRIA	HAVRE and HAMBURG	2nd April
BAMBERG	(LONDON with transshipment in HAMBURG)	9th April
Jacobs	HAVRE and HAMBURG	16th April
SARNIA	(LONDON with transshipment in HAMBURG)	23rd April
Schlaacke	HAVRE and HAMBURG	30th April

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD, OASIATISCHER FRACHTDAMPFER DIENST.

27]

TOYO KISEN KAISHA. TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU	(via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 2nd Mar, at Noon.
NIPPON MARU	(via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Thursday, 28th Mar, at Noon.
AMERICA MARU	(via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 23rd April, at Noon.

THE Twin Screw Steamship

"HONGKONG MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 2nd March, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

* Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

U.S. MAIL LINE. PACIFIC MAIL STEAMSHIP CO. VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 12th Mar, at Noon.
City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 6th April, at Noon.
City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 30th April, at Noon.

THE U.S. Mail Steamship

"CHINA," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 12th March, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

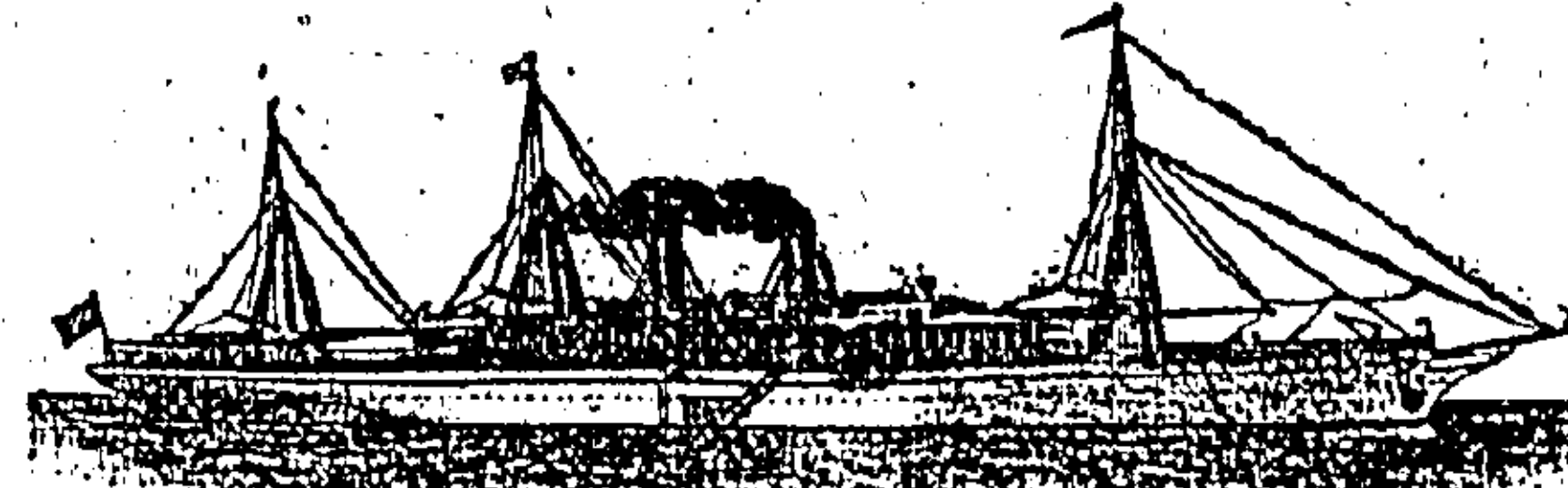
Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R.	WEDNESDAY, 13th March.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.	WEDNESDAY, 3rd April.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 24th April.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Padder's Street.

Hongkong, 13th February, 1901.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE; VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Sunday, 24th Feb, at Noon.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 19th March, at Noon.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 17th April, at Noon.

THE Company's Steamship

"GAELIC," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SUNDAY, the 24th instant, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

ALL PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 23rd February, 1901.

OREGON AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE OREGON RAILROAD AND NAVIGATION COMPANY.

PROPOSED SAILING FROM HONGKONG TO PORTLAND (OR.) AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

Taking Cargo to JAPAN PORTS, THE UNITED STATES and CANADA.

THE Steamship

"EVA," 2,088 tons, Capt. Petersen. This Steamship will be despatched on or about SUNDAY, the 10th March, for PORTLAND (OR.) via MOJI, KOBE and YOKOHAMA.

Through Bills of Lading issued to any point in the United States and Canada. Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be accepted at the Office of the Under-superintendent at the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond Portland (Or.), should be sent to the Company's Office, addressed to the Collector of Customs, Portland (Or.).

For further information as to Freight rates, &c., apply to ARNOLD, KARBURG & Co.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBIT contracted by the Officers or the Crew of the following Vessel during her stay in Hongkong:—

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	Proposed Sailings.
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Tacoma	3,811	A. Dixon	Mar. 1
Braemar	3,601	W. Watt	Mar. 4
Victoria	3,502	J. Panton	Mar. 8
Glengyle	3,750	W. Frakes	Mar. 22

THE attention of Passengers is directed to the very cheap rates offered by this line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52.

Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 44 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLONDYKE GOLD FIELDS. Frequent sailings from VICTORIA, TACOMA to DYER and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to DODWELL & Co., LIMITED, General Agents.

Hongkong, 22nd February, 1901.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.

THE Steamship

"PARRAMATTA," Captain C. T. Denny, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 2nd March, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transshipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required. Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 16th February, 1901.

NOTICE.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBIT contracted by the Officers or the Crew of the following Vessel during her stay in Hongkong:—

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
KOBE	"CHINGTU"	13th Feb.
SHANGHAI	"KWANGSE"	16th Feb.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 22nd February, 1901.

[51c]

OCEAN STEAMSHIP COMPANY.

FOR	STEAMERS.	CAPTAINS.	TO SAIL.
LONDON	"IXION"	Robinson	5th March.
"	"DEUCALION"	"	19th March.
"	"STENTOR"	"	3rd April.
LIVERPOOL (Taking Cargo at LONDON RATES)	"PATROCLUS"	"	16th March.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong, 23rd February, 1901.

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DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"FORMOSA," Captain Hodgins, will be despatched for the above Ports, TO-MORROW, the 24th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARPAIK & Co., General Managers.

Hongkong, 23rd February, 1901. [225c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"MAIZURU MARU," Captain Cox, will be despatched for the above Port, TO-MORROW, the 24th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 23rd February, 1901. [226c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"CHELYDRA," Captain Cox, will be despatched as above on TUESDAY, the 26th instant, at 11.30 A.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 20th February, 1901. [231c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEEN, SUEZ, PORT SAID, FUME AND TRIESTE.

(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"MORAVIA," Captain Calabrese, will be despatched as above on THURSDAY, the 28th instant, P.M.

Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.

For Information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents.

Hongkong, 20th February, 1901. [63c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.

THE Company's Steamship

"AKASHI MARU," Captain K. Suzuki, will be despatched as above on WEDNESDAY, the 6th March, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 20th February, 1901. [228c]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Strathgyle, 5,023 Tons, Saturday, Mar. 30

THE Steamship

"STRATHGYLE," will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on or about SATURDAY, the 30th March.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

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ROUGH ON THE MISSUS.

A middle-aged man, with what appeared to be a lead on his mind, visited the Arctic steamer and seemed interested in what he saw.

"I say," he said to the officer on deck, "I'd like to go on the next expedition."

"It's awfully cold up there," remarked the officer, discouragingly.

"I don't care about that."

"You'd have very little to eat and might have to starve."

"That wouldn't be pleasant," said the visitor.

"I should say not," returned the officer, "and you might be eaten by your comrades."

"Is that so?" That would be distinctly bad.

"And then," continued the officer, "you wouldn't see your wife for three years, and possibly longer. You know you can't take her with you."

"Well," returned the gentleman, after a long pause, "I think you can put me down on your books. Your last argument captured me."

MAGIC IN THE ROSE-GARDEN.

"In the rose-garden," said Dimsdale to himself, repeating the information he had just received at the house. "That's just where one might expect to find her."

A grey stone wall, moss-grown, falling into ruin, enclosed the rose-garden. It was broken by an arch, from whose summit long grass and plumage of a bright grey-green, and the arch led to a flight of grey steps and the steps sprang from a high show into warmth, sunshine, and perfume. The path was bordered by stretches of grass in which the rose-beds were set. It was a fine, white clouds danced over a sky of laughing blue. White butterflies danced about the roses. The hot air was filled with spicy, aromatic scents; it thrilled also with the song of blackbirds, with the twittering and chirping of innumerable finches, with the whirr of hidden grasshoppers, shrill, insistent, yet soothing in its monotony.

In the shadow of two hazel trees on the grass a little table was placed, at which sat a lady, writing. She wore a white dress, and in the chair behind her there was quite a mound of brightly coloured cushions, purple and rose and pink. Her gown was all flecked with splashes of shadow and sunshine, and over her hair dancing shadows played bewilderingly.

Dimsdale stopped a moment, when he reached the top step, and stood looking at her with a certain fixedness of attention. All unconscious, she went on writing, and he began to cross the grass towards her. The turf was thick and soft, and his footsteps were noiseless. He was close upon her when she laid down her pen, and leaning back in her chair, while with one hand she mechanically pulled a purple cushion into place behind her head, she began to read over what she had written.

"Good-morning," he said quietly.

She started, raised absorbed eyes to his face, and then their expression suddenly changing, sprang up and held out her hand, while the sheet of paper dropped to the table and thence slid over the edge to the grass.

"You!" she cried gaily, "and at this hour. Did you come by the night train?"

He looked at his watch. "Eleven o'clock and I call it a very respectable hour."

"You must have been with the lark!"

"I should if there had been one to rise with, but they don't care for the Temple."

"Why didn't you write?" she asked reproachfully. "They've all gone out for the day to the Farley Agricultural Show. They started at ten o'clock, in brakes and chaises and what-not. It looked like a circus."

"So Jennings told me. At least he didn't mention the circus, but then people of his class are so unimaginative."

She smiled. "Sit down and have some strawberries."

He threw himself down near her under the tree, and gathered together the corners of a big cabbage leaf full of strawberries, which was on a chair beside her, she dropped it gently on to the grass, close to him.

"And now give me news. Talk to me of 'dear dam'd distracting Towa'!" she commanded.

"I have bidden it farewell!" he replied, watching two white butterflies zigzagging above the hedge of sweet-peas which sheltered the roses on their western side.

"What do you mean?"

"Just that, 'I'm going to Burmah.'"

"Do you mean that you will go to Burmah?"

"Yes, I do. It's an admirable bit of composition."

"Toosey? Yes. He's part of the decoration. The purple cushion slipped suddenly from the back of her chair, and she stooped for it. "Oh, thanks! Never mind. Why to Burmah?"

"Why not?"

"Isn't it the caterpillar who talks like that—or can it be the March hare?"

"I don't know, but I lay no claim to originality. I copied my conversation lazily. I am content to model my conversation on that of the 'Immortals.'"

"The Immortals are apt to be aggravating."

"Doubtless. It is their prerogative."

"There was a moment's silence."

"When you have recalled the fact of your mortality, perhaps you will give me some further information," said the lady at last, with a touch of asperity.

"A timely reminder," he answered, slowly turning towards her. "I was beginning to fancy myself on Olympus. It was presumptuous folly. You don't look well, he broke off suddenly."

"It is the heat," she said, bending to rearrange the pinks in her belt. "What are you going to do in Burmah?"

"Back in the sunshine, observe the natives, and incidentally superintend the construction of canals."

"When do you go?"

"To-morrow."

"There was a rustling at the moment amongst the papers on the table, behind Dimsdale, and the grass was all at once strewn with loose white sheets."

"I didn't think there was a breath of wind!" he remarked, rising to recover them. He began to arrange them in a neat pile, and presently turned to put them once more on the table.

Elizabeth was leaning on her chair; her hands were folded in her lap, and she was looking absently across the rose-beds, to where the leaves of a poplar-hug flickered across a stretch of blue sky.

"A novel?" he asked, putting a book on the top of the pile, and tapping the papers as he spoke.

"A novel?" she repeated vaguely, bringing her eyes slowly back to his face. "Oh!—no. No—just a fairy-tale."

Dimsdale looked at her critically a moment, and then said:

"You are amused? Why?"

"Only because it is so characteristic of you."

"What is characteristic of me—precisely?"

"Where is Miss Elizabeth?"

"I am, Jennings. What a ridiculous question! Where should she be, but in the rose-garden—writing fairy-stories?"

Elizabeth raised her head quickly, as if about to speak. She checked herself, and laughed instead.

"I congratulate you on your theory of feminine existence."

"Oh! I don't apply it wholesale,—only to the spoilt daughters of Fortune."

"Take care! If you begin to call me names, I shall put you into the story as the Beast."

"Ah! he won Beauty, didn't he?" said Dimsdale lightly, throwing a strawberry at the white cat.

Elizabeth glanced down at him, as he lay on the grass at her feet. She hesitated; then said, a little hurriedly, "That's the worst of fairy-tales."

"Oh, of course it couldn't happen out of fairyland," he replied, in a matter-of-fact tone. Elizabeth was silent. The hands that lay in her lap clasped and unclasped themselves nervously.

"You will send the stories out to me when they are published?" he asked, turning to her. "They will not be published. There's no demand for fairy-tales."

"Why not? There are still children, aren't there?"

She shrugged her shoulders. "Publishers will tell you that children prefer stories of real life nowadays. If they do, it must be, I suppose, because they find real life so delightful that they can never have too much of it. It is the grown-up people who want fairy-tales—except, of course, those spoilt daughters of Fortune who can afford to do without them," she added.

"And it is they who invent them for the work-a-day world, apparently. Well, it is a gracious thing to do. . . . I love those scarlet roses! And just listen to the bees. I shall remember my last day in England."

Elizabeth drew in her breath. "Aunt Con and the girls will be so vexed to miss you," she said in a conventional voice, addressing the back of his head. "You have scarcely told me anything, and they will all fall upon me for news—when they come back, so please begin. You sail to-morrow, you say? To-morrow evening, I suppose?"

"They spent the day in the rose-garden. Lunch was served under the hazel trees; tea in the shadow of the clipped hedge, over which, when later they strolled along the grass border in the cool of the evening, they watched the hay-makers returning from the long hayfields."

Gradually, very gradually, the rose flush died out of the sky and a faint moon began to silver. Presently there were long wispy shadows lying across the fields, with shining lakes between. Hats wheeled noiselessly overhead; every now and then the scent of the hay was floated on warm waves of air, across the rose-garden.

"I must go," said Dimsdale at last, breaking a silence which followed much talk. Looking back on the day, indeed, it seemed to Elizabeth that there had never been a pause in the talk; that if there had been. . . . But why reflect on a danger that was past?

"I must go," he repeated. "Oh! it's very comfortable at the 'Wheatfield.' . . . Well, you see I thought the house might be full, that's why. Besides, I start at nine o'clock to-morrow. I shall spend a few hours with my godfather, and go on to Southampton from there. Good-bye!" he shook her hand warmly. "Give all my messages to Aunt Con and the girls. Good-bye."

"Goodbye. Good luck!" murmured Elizabeth, and wondered what she had said. He scarcely looked at her, but hurried down the drive at the head of which Elizabeth stood. She was still standing there, looking towards the gate, when half an hour later the roll of wheels became audible, then laughter and voices falling distinctly on the still air.

"Hello, Betty!" he cried once more. "You were stupid not to come. It has been so jolly, hasn't it, mother?"

And then dismounting, noise, confusion, and an hour's babel of talk, of laughter, of questioning.

The church clock struck one, Elizabeth started incredulously. It must be later. She was just wondering how many centuries it was since she put out the light and lay down to repeat a few monotonous sentences. "Five years ago since I refused him. . . . and now it's he who doesn't care. Five years ago, and now it's he who doesn't care."

Agnes passed, and it struck the quarter. She got up and crossed the room. Her window looked upon the rose-garden, and was the only room in the house which had a view of it.

It was a breathless night, a night of unreal loveliness. Only once before had Elizabeth seen the magical effect of mist and moonshine when she recognised when she drew back the curtain. The garden was full of silvery mist, which it was hard not to believe an exhalation from the moon itself. The shadows of the rose trees slept upon the grass. Every tree, every bush, was enveloped in a luminous sheath of haze. Like the lightest, most ethereal of gauze veils, the haze hung from the tops of the taller trees to the earth, but above the tree-tops the sky was clear, radiant, darkly blue, and spangled with faint stars.

Elizabeth drew a long breath of wonder, and, kneeling down, rested her elbows on the window-sill. All at once she started back into the shadow of the curtain, and trembling a little, bent cautiously forward.

Some one—a man—was walking in the rose-garden. He had emerged from the black shadow thrown by the box hedge, and now he was moving slowly across the grass. His leisurely movements, almost Elizabeth's first fear; yet, when she had satisfied herself of the nightly visitant's identity, she trembled more than ever and crouched still farther back into the shadow. The man walked the length of the garden, and paused under the hedges, where the little table and the basket-chairs still remained.

He seated himself in her chair, and leaned back against its heap of cushions, which Elizabeth found herself inconsequently reflecting, ought to have been taken in. For a long time he was very still. She could see the glowing of cigarette in the darkness of the moon-chambered trees, and presently a tiny shower of sparks as it was being lit, and he rose then, moving the chair a little from its place, and so disclosing two white objects which it had concealed.

He stooped for them. Elizabeth saw that one was a sheet of paper—the leaf that had dropped that morning when she rose to greet her visitor. The other, something smaller, she could not properly distinguish.

The man folded the paper, and put it in his pocket; the other, a little white mass, lay in the palm of his hand. He looked at it, and presently, bending down, touched it with his lips. Elizabeth started. Of course! It was the bunch of white pinks she had worn in her waistband!

The moonlight faded; its witchery gave place to the new magic of dawn. Dawn trembled into the rose and gold of another day. Haymakers brushed through the dewy grass on their way to the fields, and from the rose-garden Elizabeth watched them with a morbid, frowning face.

One of them had already taken to the inn a note which at that very moment Dimsdale was reading with incredulity tempered by hope. "I cannot do without the last page of the last chapter of my fairy tale. Will you bring it to the rose-garden before eight o'clock this morning?"

Elizabeth.

Elizabeth.

Elizabeth.

Elizabeth.

WINTER ON THE SUMMIT OF THE FUJI.

A LADY'S REMINISCENCE.

Slightly over six years ago, toward the middle of the month of October, a thrill went through the reading public of Japan, the cause of that sensation, which largely partook of the nature of a boundless astonishment, mingled with no little degree of alarm and admiration, being the announcement in the papers of a bold, unprecedentedly bold, attempt by a lady to pass the winter on the summit of Mount Fuji.

It will be remembered that some time previous to the date mentioned that noted meteorologist Mr. Nonaka had gone up to the top of that mountain with the determination to make meteorological observations in that high region during the winter, and the lady who took the world so much by surprise with her almost reckless audacity, which was, however, born of her intense devotion to her husband, no less than of the enthusiastic interest she took in his work.

The lady, whose name was Mrs. Nonaka, had been fortunate enough to secure and publish the manuscript which this intrepid lady recently prepared, giving some of the unique experiences she went through in a solitary, ice-bound cottage, 14,000 feet above sea level, in the utmost rigour of the winter. We give below a translation of such portions of the reminiscence as may prove most interesting to the reader.

From the introductory remarks which Mrs. Nonaka jots down, we learn among other things that it was on the 9th of October, 1895, that she arrived at Goteba, whence, the climb up the greatest mountain of Japan is generally made. After a couple of days of rest and preparation she commenced the ascent on the early morning of the 12th following, escorted by her husband's younger brother, who had arrived there from Tokio the night before and joined her for the purpose, and some coolies and others. To quote her own words:—

"Early on the 12th, I left the hotel accompanied by my brother-in-law, the proprietor of the main branch of the hotel, and some coolies. The people of the hotel all appeared to be loth to let me go and the aged mother of an official of the village office and a daughter of the manager of the hotel were so kind as to offer to come up with me, for it would be so lonely, as we said, for a lady to make such an ascent without a companion of her own sex."

They actually followed me up the third zone of ascent, in spite of my well-meant protestations; but the weather of the morning being uncertain, I finally prevailed upon them to go back—indeed I could not help feeling deeply the single-hearted kindness of the country folk. Well, assisted by the rest of my escort I at length reached the summit toward dusk. When my husband saw me, the first thing he said was: 'I told you to stay at home and look after the family—what has brought you up here? Is anything the matter with the family at Fukuoka (where Mr. Nonaka's house was)?' I answered him with a few words. Thereupon he said, 'What is the use of your coming here? You should descend in the morning. I only replied that we would talk over that matter afterwards.'

Rather harsh, nay almost brutally harsh, Mr. Nonaka's words as recorded here may sound; it is but fair to remark that what was uppermost at the time in the mind of the scientist must have been the safety of Mrs. Nonaka herself as well as the care of the other members of her family. Deeply absorbed too, as he was, in the subject of his observation, he must have also felt some apprehension that the presence of a woman in his cell and the place of voluntary exile would demand all or too much of his attention. On the other hand the words must have fallen like a cruel blow on Mrs. Nonaka, devoted wife as she was, and as it was this devotion as well as the deep interest she took in her husband's scientific investigations which had made her come up to him and voluntarily share with him a kind of life which had never before perhaps fallen to the lot of any woman to experience. And it is no wonder that she goes on to say quite regally in her journal: 'Whether as an effect of the stormy mind with which I have been afflicted for the past few days, or of the sudden change of climate induced by the ascent to such a great height above the sea level, I began to feel a headache and without even a supper, I passed that night half awake and half asleep, wrapped in a blanket and leaning against a trunk.'

The following day (13th) Mrs. Nonaka set back down the mountain, first her hired escort, and then her brother-in-law. Of the latter's departure she says: 'I watched him go down and as his figure grew smaller and smaller, until he suddenly disappeared behind a huge rock, and I was left to the indescribable loneliness of my position. At the same moment, however, I came to realise that the loneliness had become a region uninhabited but by my husband and myself and began to regard the great mountain as if it were our own property. Even now when I look up to yonder sublime peak, I cannot help feeling as if it were our own.'

And thus I came to keep house on the summit of the Fuji. But knowing well that all would be over if I were to provoke my husband into saying that I was a bother to him, my utmost to prove myself a useful assistant to him by attending to the past few days, or of the sudden change of climate induced by the ascent to such a great height above the sea level, I began to feel a headache and without even a supper, I passed that night half awake and half asleep, wrapped in a blanket and leaning against a trunk.'

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THE LATE QUEEN'S INCOME.

The actual fortune possessed by her Majesty at her death is not known but it must have been considerable. In 1885 Sir Henry Ponsonby said that the Queen did not own a million of private money. Since that year, however, expenses have been curtailed and her savings must have increased. The one exceptional period was in 1887, the Jubilee Year, when the most lavish entertainings were indulged in, and immense sums were spent in all directions. From the country, the Queen was allowed for her privy purse, £60,000; for expenses of the household, £175,000; for salaries and retiring allowances, £131,200; and for Royal bounty, alms, and special service, £13,000. These sums leave unappropriated £80,040.

In addition to this sum, the Queen, when she came to the throne, secured a grant of £8,000 a year for her mother, the Duchess of Kent, while after her marriage the Prince Consort had a separate allowance of £30,000. The Queen wished the Prince to have £1,000,000, but Lord Melbourne persuaded her to only ask the country for £500,000. Her Majesty was much annoyed at the further reduction of the allowance. So soon as the Princess came of age, suitable grants were made to them, while on their marriages the Princesses were voted incomes of £4,000 a year. These figures are merely given to show that so far as the Civil List is concerned, the Sovereign has the individual disposal of almost every shilling of it. In detail the Civil List is a wonderful document. Every item of expense is mentioned and provided for. Tradesmen's bills, the department of the Master of the Horse, the Royal Wardrobe, pension, salaries, and gratuities are all duly mentioned. Every imaginable want, whether to eat, drink, wear, or give away, has certain sums set down for it. Hence it is that the income from the Duchy of Lancaster, which property and title belong to the reigning Sovereign of Great Britain by private right, and as an appurtenance from the Crown, is paid directly into the privy purse, and her Majesty could save or spend it as she pleased. The Queen's revenue from this source had been steadily increasing. Thus in 1865 it was £26,000; in 1867, £29,000; in 1869, £31,000; in 1872, £34,000.

A second source of income which the Queen held until the Prince of Wales came of age, when it was, according to precedence, made over to his Royal Highness—was the Duchy of Cornwall, the estates of which lie in Devon, Somerset, Wilts, Surrey, and London. The Duchy had been at the time of the Queen's accession hopelessly mismanaged, and it was owing to the Prince Consort's untiring energy that his eldest son's heritance was at all worth having. In 1824 the gross revenue had fallen to £22,000; in 1872 it was nearly £70,000. When the Prince of Wales came of age, instead of having from £13,000 to £14,000 a year from his Duchy, as the last Prince of Wales had, there was a revenue of £60,000 a year clear, and cash enough to buy Sandringham. The income is now increasing at the rate of about £3,000 a year, on the average.

Far more romantic, however, than the incomes from long-settled heritages can ever be, was the origin of the greater portion of her Majesty's great wealth. On the 31st of August, 1852, there died a penniless old gentleman of seventy-two, John Camden Nield was the son of a goldsmith who had executed work for George III., and kept a shop in St. James's Street. The old jeweller was in his way a great philanthropist, and emulated Howard in his attempt to ameliorate the condition of those poor wretches who languished in his Majesty's prisons. He sent his son to Trinity College, Cambridge, and the bar, and at his death left him £350,000. This great sum John Camden Nield saved and invested, living himself in a most miserly fashion. When his will was opened it was found that with the exception of a few legacies he had left his fortune of £500,000 to "her Most Gracious Majesty, Queen Victoria, begging her Majesty's most gracious acceptance of the same, for her sole use and benefit, and for the good of her heirs." The Queen sought out Nield's relations and gave them £1,000 each and raised a monument to his memory.

This splendid sum her Majesty left practically untouched, and it must now have accumulated to a £1,000,000. The Queen also inherited from her husband, who was of a most careful and business-like disposition, a large part of the £600,000 he left behind him. It was in her comparatively poor days that her Majesty purchased the greater portion of the Osborne estate. Norris Castle was where she had stayed in her childhood, but was obliged to give it up as she said she "could not afford to keep it." A little later Balmoral was bought and the Castle built. Both these private properties of the Queen had been added to very largely from time to time and their value is yearly increasing. Osborne is now reckoned as being five times as valuable as when it was purchased in 1844.

The Queen had another stroke of luck in 1881, when, by the advice of Lord Cross, Lord Sidney, and the late Sir Arnold White, her solicitor, she bought outright some property for £78,000. The market value of that purchase is now reckoned at £1,700,000. According to the new Deeds and Book, her Majesty owned privately some 37,377 acres of land, which yielded a yearly income of between £20,000 and £25,000. The Queen owned three very fine forests. They were those of Balmoral, part of the original estate bought from the Fife trustees in 1851, Balmuchie, acquired by her Majesty from the late Colonel Farquharson, of Invercauld, in 1878, and Abergeldie.

Claimant was granted to the Queen for her life in 1866, with a reversion to the country at the day of her death, but in 1888 her Majesty bought it from the Crown. Of property abroad the Queen possessed land and houses at Coburg, and one of the most magnificent villas at Bad Nauheim, which was left to the Queen by a Princess of the house of Hohenzollern.

It must not be concluded, however, that the vast fortune of Queen Victoria had merely dropped into her hands, or rolled itself up. Economy with sufficiency had been the watchword of her Majesty's career, and during the "40s," when every year the most gorgeous entertainments were perpetually being given to crowned heads, and for the good of trade and the circulation of money, at the Royal palaces, the ministers of State used frequently to boast of the wonderful management which could do things so royally and yet never ask the country for a penny-piece. No monarch can point to such a mass of valuables as were presented to her Majesty's private person at the time of her first Jubilee, and though much of the gold and silver plate at Windsor is like the Crown Jewels, Crown property, the Queen could claim nearly half a million pounds worth as her own. Her private collection of jewels was also very valuable, while her lack of which she was generally proud, was her work was nearly her only hobby.

THE CLOTHES PHILOSOPHY OF THE NEW CENTURY.

"X and Z," who collaborate in turning out the "Fashions and Fancies" weekly column in the *Globe*, make these prophetic guesses as to the kind of garments Society will wear during the next hundred years:—

What sort of century will the twentieth be from a sartorial point of view? What strange ideas and fashions it is bringing us! Perhaps in 3,000 our great-grand-daughters will be robed in togas, or their feminine equivalent. We all change a little, and the change is now becoming the dress in, at Her Majesty's. But, if so, we shall have to give up the barn-dance, and wait in a very smooth and gliding fashion. And where will the feminine athlete be then? Or shall we be bound in garments as nearly resembling those of a trapeze artist as possible? One thing is nearly certain; and that is that we shall not be wearing frock coats. Women could not exist comfortably without a single curve in their clothes. We are

